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| COUNTRY | East Germany | REPORT | 25X1 |
| TOPIC | Grossenhain Airfield | | |
| EVALUATION | PLACE OBTAINED | | 25X1 |
| DATE OF CONTENT | | | |
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| REFERENCES | 25X1 | | |
| PAGES | 3 | ENCLOSURES (NO. & TYPE) | |
| REMARKS | | | |
| This is UNEVALUATED Information | | | 25X1 |

1. The following observations were made at Grossenhain airfield between 9 and 26 December 1952:

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9 December. No air activity was observed at the field. There was a closed cloud base at an altitude of about 600 meters and fog in the morning.

11 December. There was a clear sky and good visibility. Between 10:45 a.m. and 3 p.m., swept-back jet fighters with auxiliary fuel tanks individually took off and circled over the field, while a biplane was also aloft. At 4 p.m., 6 swept-back jet fighters with auxiliary fuel tanks were parked at the south end of the north-south runway and 4 additional planes of the same type were observed in front of the third hangar from the west.

12 December. Between 2 and 4 p.m., there was local flying by individual MIG-15s. It thawed.

13 December. A swept-back jet fighter with auxiliary fuel tanks took off at 12:18 p.m. and landed at 12:28 p.m. Six swept-back jet fighters with auxiliary fuel tanks were again observed at the southern end of the north-south runway.

14 December. There was an 8/10 overcast at an altitude of 800 meters and visibility of about 2 km. A high-wing monoplane took off at 9:15 a.m. and landed at 9:23 a.m.

15 December. There was a closed cloud base at an altitude of 300 meters and a visibility of about 150 meters. It snowed after 9 a.m. No air activity was performed.

16 December. It thawed, visibility was good and there was an overcast of about 3/10 at an altitude of about 500 meters. The swept-back jet fighters with auxiliary fuel tanks individually circled over the field.

18 December. There was a 5/10 overcast and a good visibility. Between 1 and 4 p.m., swept-back jet fighters with auxiliary fuel tanks made local flights. At 5 p.m., 6 swept-back jet fighters with auxiliary fuel tanks were parked at the south end of the north-south runway and 5 biplanes were observed in the area of the hangars.

19 December. There was no air activity. The sky was overcast at an altitude of about 150 meters and the visibility was limited to about 200 meters.

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25 December. There was a 6/10 overcast at an altitude of about 1,000 meters and good visibility. Between 10 a.m. and 3 p.m., individual swept-back jet fighters circled over the field.

26 December. There were no clouds and visibility was good. Between 9 a.m. and 1 p.m., the planes at the field made individual flights each lasting about 20 minutes. The planes took off toward the northwest and returned from the same direction.

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At noon, six aircraft with auxiliary fuel tanks were parked at the south end of the north-south runway. Some planes were observed in the area of the hangars.¹

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2. On 16 December, railroad cars with nine aircraft crates were shunted from the Cottbusser railroad station in Grossenhain to a freight train bound for Frankfurt/Oder.²

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3. At 12:10 p.m. on 26 December, a swept-back jet fighter taxied under its own power to the northernmost shrapnel-proof revetment on the western edge of the field. Its engine was stopped, and six soldiers pushed the plane into the revetment. A third shrapnelproof revetment was completed south of the two other revetments on the western edge of the field. There was a space of about 30 meters between the two revetments. The taxiway and the entrance to the shrapnelproof revetment were about 15 meters apart.

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4. On 16 December, about 40^{cubic} meters of round timber were stored in the northwestern corner of the field, near the spur track. On 19 December, three freight cars with U-shaped, T-shaped and angular iron were being unloaded at the same site.³

5. [REDACTED]

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6. No air activity was observed at the field between 10 a.m. and 1:30 p.m. on 9, 15, 16, 18, 19, and 23 December respectively.¹

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7. In December, work was in progress on the shrapnelproof aircraft revetments. On several days, round timber was being unloaded at the field. On 23 December, 18 of the total of about 30 shrapnelproof aircraft revetments were completed. Two revetments were on the western edge of the field, the other revetments were on the northern edge in the area just east of the easternmost hangar and in the middle area in front of the hangars.³

8. On 15 December, 13 railroad cars loaded with aircraft crates stood in front of the loading ramp south of the gap in the fence around the field. On 18 December, 9 gondola cars were observed at the same site.²

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9. Motor vehicles which were observed at the field between 9 and 23 December included trucks [REDACTED] and sedan [REDACTED]

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10. At about 4 p.m. on 13 December, a train with eight freight cars moved on the spur track parallel to Highway No 101 along the western edge of the field and stopped at the loading ramp. At about 4:30 p.m., a beam of light flashed up several times at intervals of a second on the eastern edge of the field. A sentry wearing black-bordered blue epaulets was posted at the main entrance. Additional sentries with the same epaulets and armed with submachine guns were observed in the northwestern and northeastern corners of the field. Truck [] was observed at the field exit.

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11. The following air activity and aircraft were observed at the field between 21 and 27 December:

21 December. At 9:30 a.m., two MiG-15s took off and landed after 5 minutes. Two MiG-15s again took off at 9:50 a.m. and landed after a short time.

22 December. There was no air activity while the sky was overcast. Between 5:30 and 8 p.m., a searchlight was in operation.

23 December. No air activity was observed. The sky was still overcast.

24 December. There was no air activity.

25 December. There was a closed cloud base and poor visibility. Between 10 a.m. and 4 p.m., swept-back jet fighters flew individually, in elements of two and in formations of three. Between 5 and 10 p.m., a searchlight was in operation.

26 December. The sky was 7/10 overcast. [] flying was practiced over the field.

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27 December. Between 10:45 a.m. and about 2 p.m., take-offs were made by MiG-15s which disappeared in the clouds. The planes could be observed only at the take-off and landing.

12. On 21 December, eight trucks loaded with sand moved along the ramp at the field as far as the shrapnelproof aircraft revetments in the northern section of the field. Four men wearing red-bordered black epaulets and equipped with shovels were observed on each car. Work was in progress on the revetments also on this day which was Stalin's birthday. Three searchlights mounted on masts, about 3 meters high, on the northern edge of the landing field were removed. Trucks [] were observed entering and leaving the field.

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1. Comment. Grossenhain airfield is occupied by the headquarters of a fighter division and two fighter regiments. []

2. Comment. Empty aircraft crates which had been stored at the field for a long time were probably retransferred. The same observation was previously made at other airfields.

3. Comment. Most of the shrapnelproof aircraft revetments have been constructed in the eastern and northern sections of the field.